

(b) (3)-P.L. 86-36

~~SECRET SPOKE~~

M = 1726

CATEGORY = 1

MESSAGE = 02146373

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FM DIRNSA

TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE

ZEM

~~SECRET SPOKE~~ FINAL SECTION OF FOUR

XXMM

ENP040072358 2/00 [] VCK-E/R600-72 SPOT REPORT AVN [] OPER []

NVM [] REFLECTIONS OF AND REACTIONS TO U.S. AIR OPERATIONS - 22 DECEMBER 1972

XXCC

AT 2200Z, TWO SAM LAUNCHES WERE NOTED, AND AT 2201Z, TWO MORE SAM LAUNCHES WERE REFLECTED. THESE LAUNCHES CAME FROM THE HAIPHONG AREA. AT 2205Z, ANOTHER SAM LAUNCH WAS NOTED IN THE HAIPHONG AREA. THE LAUNCH CONTROLLER IDENTIFIED HIS TARGET AS A B-52 AT 2206Z. AT 2215Z, TWO SEPARATE SAM LAUNCHES WERE NOTED IN THE HAIPHONG AREA. ONE OF THESE LAUNCHES WAS PERFORMED BY BATTALION 84 OF THE 238TH SAM REGIMENT. AT 2217Z, IT WAS REPORTED THAT BOTH MISSILES HAD DETONATED. AT 2219Z, THE BATTALION REPORTED THAT THE TARGET HAD BEEN SHOT DOWN AND IDENTIFIED THE TARGET AS A B-52. AT 2218Z, THERE WERE TWO SEPARATE SAM LAUNCHES IN THE HAIPHONG AREA. AT 2233, AN UNIDENTIFIED BATTALION OF THE 238TH SAM REGIMENT ENTERED CONDITION ONE AND WAS NOTED TRACKING A TARGET AT 30 KILOMETERS. THERE WERE NO FURTHER REFLECTIONS OF THIS ACTIVITY. 888. MIG REACTION MIG-21 ACTIVITY, DURING THE AIR STRIKES TODAY, STAGED FROM HANOI GIA LAM AND KEP AIRFIELDS. THE FIRST REACTION WAS BY A HANOI GIA LAM MIG-21 INITIALLY NOTED AIRBORNE AT 2144 ON A HEADING OF 190 DEGREES. THE PILOT CONTACTED THE BAI THUONG CONTROLLER FOUR MINUTES LATER AND REPORTED HIS ALTITUDE AS 3000 METERS. AT 2149 THE MIG WAS TURNING LEFT TO A HEADING OF 80 DEGREES AND WAS CLIMBING TO 6000 METERS. HOSTILES WERE REPORTED AHEAD TO THE MIG'S LEFT AT 45 KMS AND WERE IDENTIFIED AT 2150 TO BE 3 B-52'S HEADING 270 DEGREES 44 KMS DISTANT AT 8000 METERS. IN THIS SAME MINUTE OTHER HOSTILES WERE REPORTED TO THE MIG'S RIGHT 40 DEGREES AND 15 KMS DISTANT. THE MIG WAS THEN REPORTED ON AFTERBURNER. AT 2152 THE PILOT WAS TOLD TO PAY ATTENTION TO THE REAR 7 KMS AND TURNED FROM A 360 DEGREE HEADING TO A 320 DEGREE HEADING. AT 2153 THE PILOT WAS INFORMED OF HOSTILES TO THE LEFT 90 DEGREES AT 35 KMS. IN THE NEXT MINUTE THE PILOT REPORTED GOING OFF AFTERBURNER. BETWEEN 2156 AND 2202 THE MIG HEADED NORTH THEN NORTHWEST AND REPORTEDLY HAD HOSTILES TO HIS REAR AT DISTANCES RANGING FROM 25 TO 50 KMS. AT 2205 THE MIG PILOT WAS INSTRUCTED TO RETURN TO PHUC YEN. THE MIG HEADED FROM PHUC YEN AND ENTERED THE LANDING PATTERN; HOWEVER, AT 2222 IT WAS DISCLOSED THAT PHUC YEN'S RUNWAY WAS OBSTRUCTED. THE MIG-21 THEN FLEW TO HANOI GIA LAM, LANDING THERE AT 2234. AT 2210, AS THE FIRST MIG WAS RETURNING, A KEP-BASED MIG, WHICH HAD BEEN ON STANDBY SINCE 2137, WAS SCRAMBLED. THE MIG ASSUMED AN INITIAL HEADING OF 330 DEGREES AND AT 2217 WAS AT 3000 METERS. AT 2220 THE MIG TURNED TO A 250 DEGREE HEADING AND ONE MINUTE LATER REPORTED BEING AT 5000 METERS. HOSTILE AIRCRAFT WERE REPORTED 30 DEGREES 20 KMS FROM THE MIG AT 2225 AND THE MIG THEN TURNED RIGHT TO A 60 DEGREE HEADING. THREE MINUTES LATER THE PILOT REPORTED A HEADING

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(b) (3)-18 USC 798

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OF 330 DEGREES, ALTITUDE OF 7000M, AND A SPEED OF 900 KILO- METERS PER HOUR (KPH). BY 2231 THE MIG WAS AT 9000 METERS ON A HEADING OF 170 DEGREES. THE PILOT WAS INSTRUCTED TO CONTINUE TO CLIMB, AND AT 2233 WAS PLACED ON A 90 DEGREE HEADING. THE PILOT WAS THEN TOLD TO PAY ATTENTION TO HIS RIGHT 50 KILOMETERS, AND WAS PLACED ON A 180 DEGREE HEADING. AT 2234 THE PILOT REPORTED 2300 LITERS OF FUEL AND WAS SUBSEQUENTLY TOLD TO WORK WITH THE SENIOR GCI CONTROLLER. THE PILOT REPORTED EXPERIENCING COMPAS PROBLEMS AT 2236. AT THIS TIME HIS ALTITUDE WAS 10,000 METERS. THE MIG THEN BEGAN DESCENDING AND HEADING FOR KEP. AT 2241 ELINT INTERCEPT OF CROSS UP PLACED THE MIG AT 242 DEGREES, 57 KMS FROM HANOI. FOUR MINUTES LATER THE MIG WAS 278 DEGREES, 20 KM FROM HANOI. THE MIG PILOT CONTINUED TO EXPERIENCE COMPASS PROBLEMS BUT AT 2310 RECOVERED SAFELY AT KEP. XXHH 780 00661 NNNH

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